



## National Unified Goal National Traffic Incident Management Coalition

The objective of the NUG is to increase safety of incident responders as well as reduce secondary crash incidents and subsequent traffic congestion which impacts our quality of life and economic opportunity.

NUG Focus Topics:

1. TIM Programs
2. NIMS Implementation
3. Performance Progress
4. TIM Technology
5. Effective TIM Policies
6. Public Awareness
7. TIM Best Practices
8. Move-Over Laws
9. Driver Training

10. Multidisciplinary TIM Procedures
11. Open-Roads Policy
12. TIM Expansion
13. Interoperable TIM Communications
14. Prompt, Reliable Responder Notification
15. Integrated Data and Voice Networks
16. Broadband Emergency Management Integration
17. Timely ITS Traveler Information Systems
18. Partnership with Media and PIO

representing traffic incident responders, under the leadership of the National Traffic Incident Management Coalition (NTIMC).

The NUG encourages state and local transportation and public safety agencies to adopt unified, multi-disciplinary policies, procedures and practices that will dramatically improve the way traffic incidents are managed on U.S. roadways.

National Unified Goal for Traffic Incident Management (TIM) is a unified national policy developed by major national organizations



## Vision Statement Southwest Florida TIM Program

### NUG #1. TIM Programs

Southwest Florida TIM Teams will achieve our identified goals at every incident on every roadway through the Incident Management principles of communication, cooperation, coordination, commitment and continuous improvement.

The primary goals of the Southwest Florida TIM Program are to enhance responder safety, increase mobility, and reduce secondary incidents.

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## Communications:

### NUG #16. Broadband Emergency Management Integration

Authorized TIM Agencies will be able to view I-75 traffic camera images of an incident scene prior to their tactical response using the Inter-Agency Video and Event Data Distribution System (iVEDDS) in the near future. iVEDDS is a Web-based application and can be used on any computer with an Internet connection, such as an FHP in-vehicle lap tops. FDOT District 4 is using this application now and it has proven to be a very valuable TIM Team tool.

### NUG #13. Interoperable TIM Scene Communications

State Law Enforcement Radio System (SLERS) encourages Local, State and Federal public safety entities to become third-party subscribers to the SLERS and join a state-of-the-art Florida system. Third-party subscribers can also join the system as interoperability users and use SLERS as an auxiliary system for direct communications with other SLERS users on interagency and inter-local talk groups. FDOT is implementing SLERS capability in support of

NIMS, NUG, and DHS/FEMA initiatives. Florida Road Ranger Service Patrols are excited to support TIM strategy with SLERS capabilities in 2009.

The new Southwest Interagency Facility for Transportation (SWIFT) SunGuide Center will implement SLERS in 2009.

TIM Teams will practice and train together with Local, State and Federal Emergency Management / 911 Communications Centers in 2009.

## Intelligent Transportation Systems (ITS):

### The Time is Now!

President Obama has made it a priority to advance smart technologies and encourage innovation.

ITS solutions are here today that will transform our nation's transportation future. Tools like traffic light synchronization, incident detection and management systems, traveler information, electronic tolling, ramp signaling, dynamic message signs, weigh-in-motion truck inspection and smart transit systems can all be deployed quickly to put people to work while also providing long-term benefits in terms of less congestion, fewer accidents and a healthier environment.

Many transportation agencies and private sector innovators are already incorporating the latest technologies into passenger and commercial vehicles, highways, transit systems and traffic operations centers.

In order to accelerate the widespread deployment and effective use of these 21st century solutions,

fundamental changes are needed in our nation's approach to transportation policy.

These include: Measuring performance to improve results—funding should be linked to aggressive performance goals to ensure that the public investment results in measurable improvements in safety, mobility, and the environment. System performance can be effectively measured using ITS data and technologies, and ITS solutions are critical for improving performance in areas like accident, congestion, and emissions reduction.

(Scott Belcher, President and CEO of ITS America)



ITS provide a proven set of strategies for addressing the challenges of assuring safety and reducing congestion, while accommodating the growth in transit ridership and freight movement. ITS improve transportation safety and mobility, and enhance productivity through the use of advanced communications, sensors, and information processing technologies encompassing a broad range of wireless and wireline communications-based information and electronics. When integrated into the transportation systems' infrastructure, and into vehicles themselves, these technologies relieve congestion, improve safety, and enhance American productivity. (USDOT Research and Innovation Technology Administration, ITS Benefits, Costs, Deployment, and Lessons Learned: 2008 Update)

## TIM Team Outreach

### NUG #6. Public Awareness

#### Emergency Travel Lanes:

TIM Team agencies are finding it challenging to access traffic incident scenes due to parked vehicles on the shoulder ... both DAV and traffic queue related.

The SWFL TIM Teams have elected to undertake a program to raise the public awareness that emergency travel lanes (aka: shoulders) are for emergency stopping only. Prompt clearance of the emergency travel lanes is critical to allow emergency responders unimpeded access to traffic incident management scenes.

Print, Radio, and TV media release will be a TIM Team goal.

### NUG #12. TIM Expansion

#### Diversion Route Planning:

TIM Team agencies have agreed that this forum is a perfect resource for multi-agency diversion route planning on interstates and soon major highways.

Specific considerations such as traffic capacity, weight and height limits, and signal re-timing require input from all TIM Team stakeholders. Additional benefits will be realized through standardized plans and maps.

The Diversion Route Mapping Needs was published for TIM Teams in 2005 and has been our starting point in SWFL.

### NUG #8. Move Over Laws

#### Move-Over Act:

TIM Team agencies have agreed that the TIM scene is much safer when the Move-Over Law is obeyed. Enforcement of this law in the Florida Court System is critical to the realization of the intent of this Act. Law enforcement officers will continue to implement enforcement initiatives which serve to raise awareness; and TIM Team members will look to the courts for judicious support.

Several responders have been injured each year by motorists who were not even aware of the Move-Over Law.

## Critical Traffic Incident Management Review

### NUG #10. Multi-disciplinary TIM Procedures

Southwest Florida TIM Teams are working together to enhance our Critical Traffic Incident Management Review (CTIMR) initiative. This process review is one of the most valuable tools in the TIM Team meetings. New TIM policies and technologies improve incident detection, notification, response and mitigation initiatives.

CTIMRs always ends on a positive note, building stronger relationships between TIM Team members.

TIM Teams will improve the CTIMR process including integration of CCTV images, FHP Crash reports, FDOT incident reports, and additional intelligence gathering tools in order to produce highly detailed and comprehensive incident scenario summaries. The objective will be to add value to this excellent process

improvement initiative for all TIM Team stakeholders. Additionally, TIM 'best practices' include inviting the on-scene responders in the CTIMR process as much as possible.

CTIMRs are conducted in a no-fault environment with a single goal of identifying process improvement opportunities and then implementing the improvements to realize our TIM Team vision.

## Unified Command Structure - Incident Management

### NUG #7. TIM Best Practices

The Unified Command Structure (UCS) empowers each responding agency to assume their respective leadership role to achieve simultaneous but diverse objectives.

Under the UCS, team members coordinate their activities through the recognized "Operations Chief" and, as a team, jointly determine

objectives, strategy, and priorities. All agencies remain represented for the duration of the incident until their respective role is completed. Team members act in a capacity of supporting agency when not in a leading role. Vehicle positioning and re-positioning, maintenance of traffic, advance warning to motorists, and scene safety are achieved through a cooperative

initiative with all responders taking an active role as a TIM Team. TIM Teams implement the UCS through communication, cooperation, and coordination. In the spirit of the National Unified Goal, collaborative advantages have proven to be the "Best Practice" when professionally managing incidents on Florida's roadways.



## Traffic Incident Management Teams ... Work!

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Progress has little to do with speed, but much to do with Direction.

TIM Team Project Website

[www.swfltim.org](http://www.swfltim.org)

### Additional Links to TIM Information

FHWA – USDOT TIM Program

<http://ops.fhwa.dot.gov/incidentmgmt/>

AASHTO – National TIM Coalition

<http://timcoalition.org/?siteid=41>

US Fire Administration - FEMA

<http://www.usfa.dhs.gov/fireservice/research/safety/vehicle.shtm>

Floridians for Better Transportation

<http://www.bettertransportation.org/>

Florida's **511**

<http://www.fl511.com/>

ITS Florida

<http://itsflorida.org/>

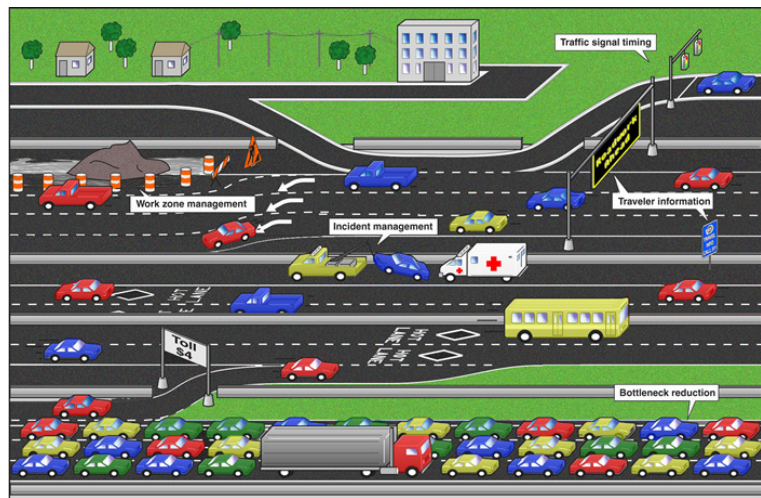
Florida Highway Patrol

<http://www.flhsmv.gov/fhp/>

Congestion is one of the greatest threats to our nation's economy. We've all heard the old saying "Time Is Money". Well, never has it been as true as it is today, given the significant rise in energy prices. Nationwide, drivers waste nearly 4 billion hours of time and over 2 billion gallons of fuel each year, by sitting idle or inching forward in traffic jams. This results in significant increases in pollutant emission levels as well. Businesses lose an estimated \$200 billion per year across the nation due to congestion, which delays supply chain freight delivery and business consumerism.

Despite the cost of gas, travelers are generally understanding of and can accept the reality of recurring congestion that would be typical of the morning and afternoon rush periods in urban areas. They might also understand that their trip during these periods might take several minutes longer than at other times of the day. However, they would not be too tolerant if that same trip takes significantly longer than expected due to congestion caused by a disabled vehicle, unscheduled construction or maintenance activities, or a traffic crash (no matter how major or minor). Studies have shown that unexpected or non-recurring congestion accounts for about 50 to 60 percent of all congestion on our nation's roadways, and half of that total is generally attributable to traffic incidents.

Traffic Incident Management is the art and challenge of clearing traffic incidents quickly and safely. Traffic Incident Management has the potential to significantly reduce the amount and duration of congestion. Traffic Incident Management also provides the "foundation" for larger, planned events like the World Series and Super Bowl games, as well as serious emergency events such as hurricane evacuations and other catastrophes. Tampa Bay and Southwest Florida are just two areas that are progressively developing strategies to integrate Traffic Incident Management countermeasures into their Transportation Planning and Congestion Management Processes, in an effort to mitigate traffic congestion due to non-recurring causes such as crashes, disabled vehicles, work zones, adverse weather events, and planned special events. (RITA (2008) US DOT, ITS Professional Capacity Building Program. Retrieved on October 8, 2008 from: [http://www.pcb.its.dot.gov/t3/s080911\\_tim.asp](http://www.pcb.its.dot.gov/t3/s080911_tim.asp)) **Traffic Incident Management Teams ... Work!**



Source: U.S. Government Accountability Office (GAO).